

Multi-County Goods Movement Action Plan



Metro



Presentation to SCAG Regional Council

August 2, 2007

Presentation Overview

1. Review of the Multi-County Goods Movement Action Plan (MCGMAP) study area and objectives
2. Background
3. Findings and next steps

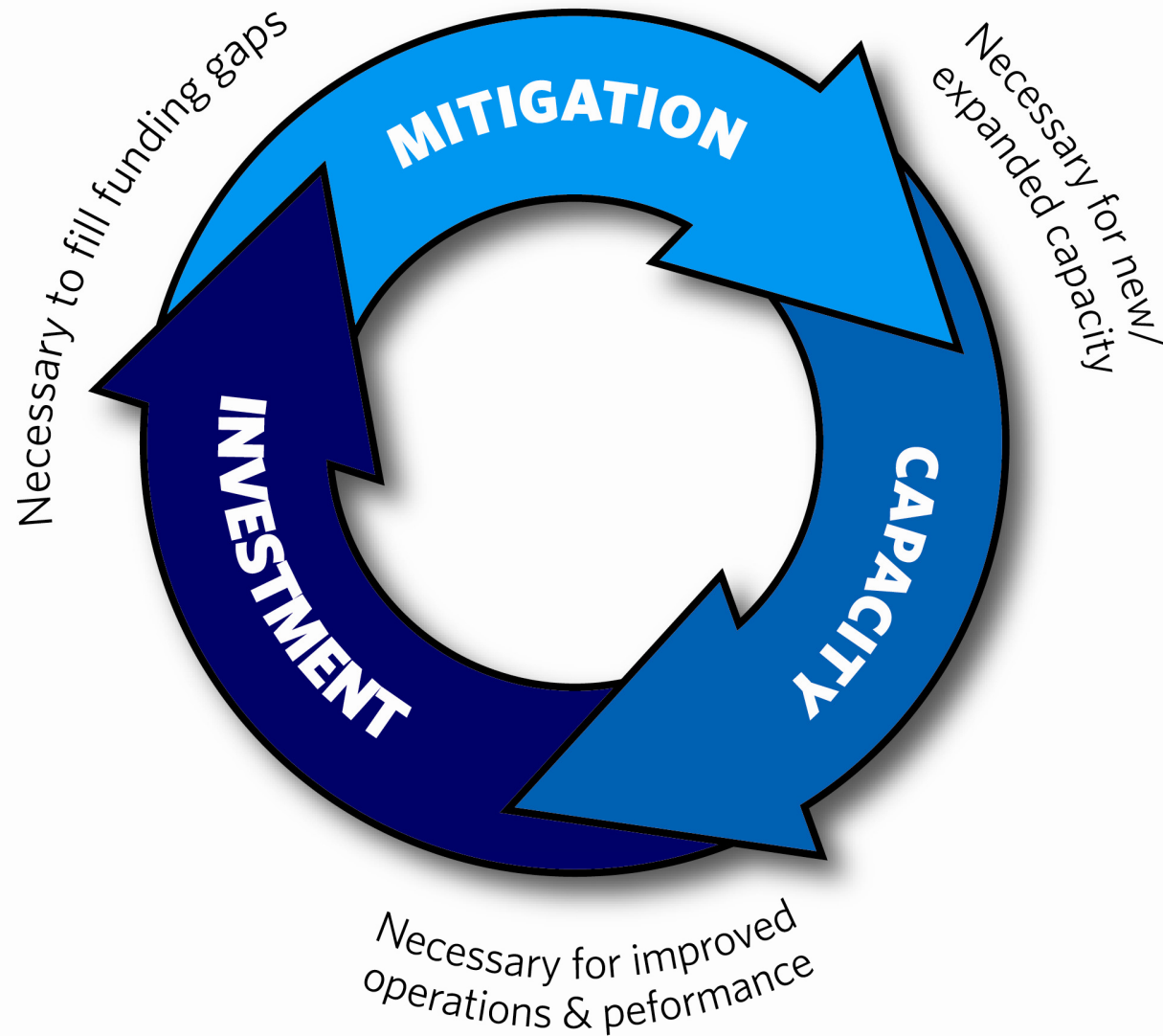
MCGMAP Study Area



Overview of Action Plan Objectives

- > Use systems approach to goods movement
- > Achieve simultaneous infrastructure and air quality improvement
- > Build plan using market segment approach
- > Improve mobility; reduce congestion
- > Develop “win-win” solutions
- > Find a “funding balance” of both public and private sources
- > Build consensus

SIMULTANEOUS AND CONTINUOUS



Building an Action Plan

8. Multi-County Goods Movement Action Plan

7. Mitigating the Effect of Goods Movement

6. Strategies for Improving Goods Movement

5. Community, Environmental, & Economic Impacts

4. Assess Growth in Freight Demand

3. Compile and Collect Goods Movement Data

2. Outreach Assistance

1. Project Management / Administration

Background

Issues

Community Concerns about Environmental and Health Impacts

Port and Airport Facility Efficiency, Capacity and Throughput

Highway Congestion, Delay and Maintenance

Truck Access and Turnaround Times at Goods Movement Facilities

Mainline Rail Capacity

Rail Intermodal Capacity Constraints

Grade Crossings

Truck Safety

Changes in Regional Shipping and Transloading

Shifting of Land Uses and Development Patterns

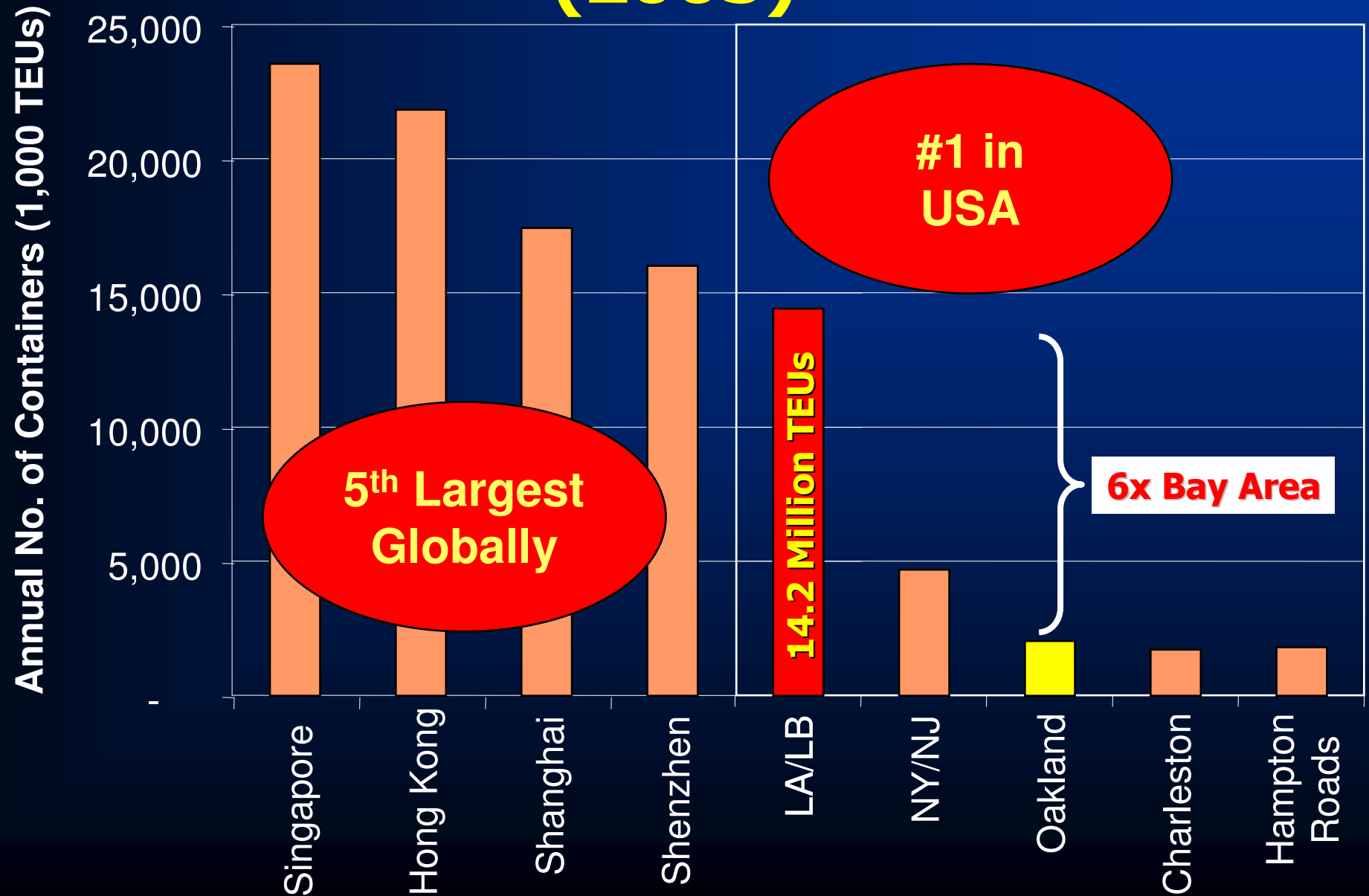
System-wide Goods Movement Data and Information

Security

Availability of Funding

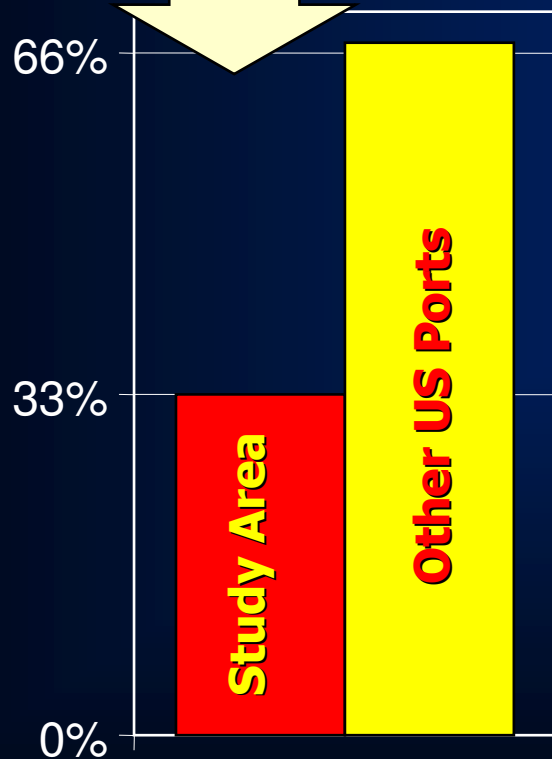
A Disparate Goods Movement System and Community

Major Container Port Gateway (2005)

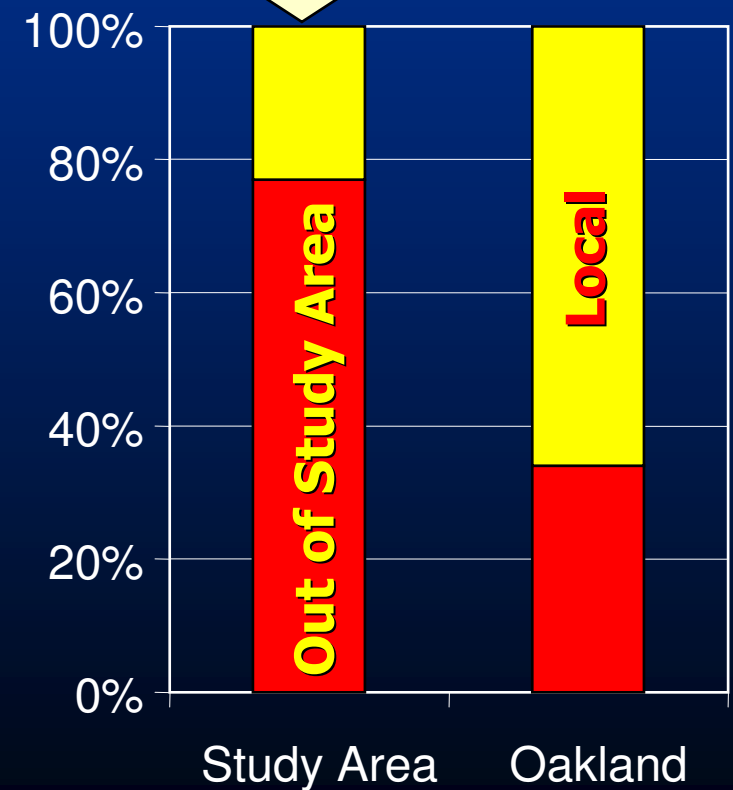


Major Container Port Gateway

**1/3 of US Int'l
Containerized Cargo**



70-80% Through Traffic



Southern California Sea Ports

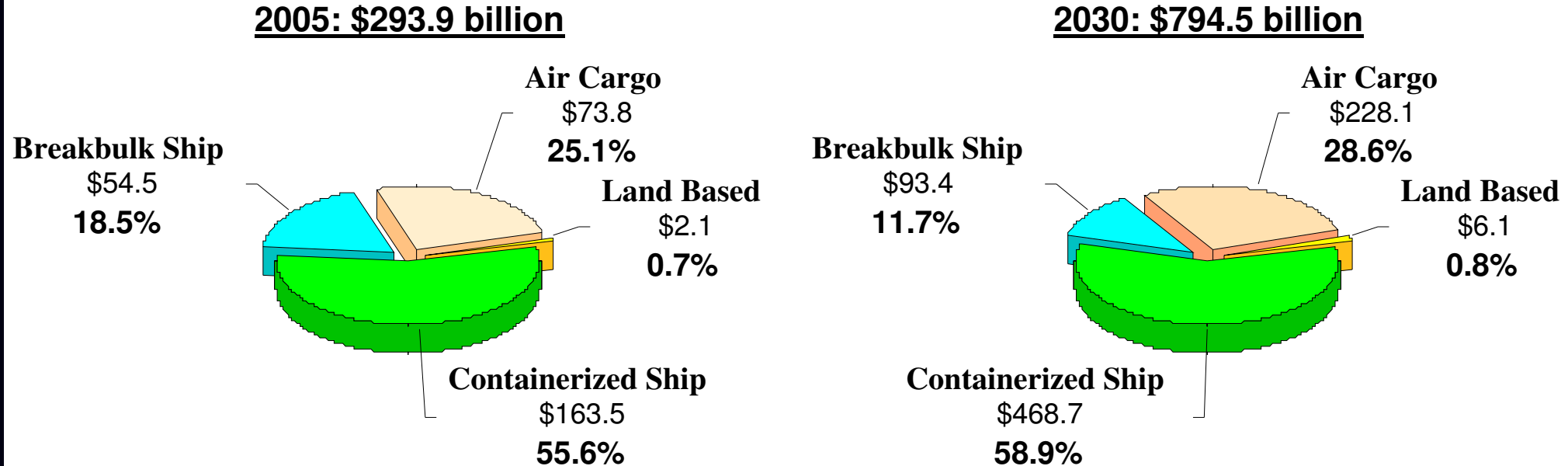
Total Trade Value Year 2003

Port	Total Trade Value 2003 (\$M)	Exports (\$M)	Imports (\$M)
Los Angeles	122,051	16,865	105,186
Long Beach	95,863	17,163	78,700
Hueneme	5,362	139	5,222
San Diego	4,539	76	4,463

Source: U.S. Department of Transportation, Maritime Administration, Office of Statistical and Economic Analysis, special tabulations from Waterborne Databank, August 2004.

Economic Impacts of Scenarios

> Value and Share of Trade, Los Angeles Customs District, 2005 – 2030 (\$billions)



Source: Los Angeles Customs District & Economics & Politics, Inc.

Core Mandates

Environmental Mandate

- Reduce environmental impacts of goods movement and protect public health

Mobility Mandate

- Assure the safe and efficient movement of all modes of travel

Economic Mandate

- Maintain economic vitality of the region and role of goods movement as employer

Funding Mandate

- Fair share of public funds and assure that the private sector pays its fair share

Findings

Four Groups of Actions



ACCELERATE Regional Environmental Mitigation

1) Project specific mitigation 2) Broader regional strategies



INVEST STRATEGICALLY in Infrastructure

1) Target market segments 2) Reduce reliance on trucking



PROMOTE FAIR-SHARE Public/Private Financing

1) Federal/state 2) Private sector contribution



CAPITALIZE on Operational Efficiencies

Marine terminal operations, truck turn times, intermodal operations, highway operations

Acceleration of Regional Environmental Mitigation

- > Technical Memorandum 7 presents a list of potential mitigation measures**
- > The Action Plan anticipates the endorsement of Agency Environmental plans**

Community Concerns about Environmental and Health Impacts

MITIGATION STRATEGIES (Examples)

PROJECT MITIGATION

Project specific impacts

Land use policy, codes

BROADER REGIONAL STRATEGIES

On-dock rail, mainline rail capacity & grade separation, fleet replacement, Maximize PierPass, etc.

Alternative technologies, operational changes, new and innovative approaches

Agency Environmental Plans

Plan

Focus

Cal/EPA-BTH GMAP

Statewide GM

**CARB Emissions
Reduction Plan**

**Statewide Ports & GM
Emissions**

MCGMAP

Study Area GM

**SCAQMD
AQMP**

**South Coast Air Basin
Emissions**

**Ports
CAAP**

**San Pedro Bay Ports
Emissions**

Implementation Plan

**Implementation
of actions to follow.....**

**Strategic means
to address...**

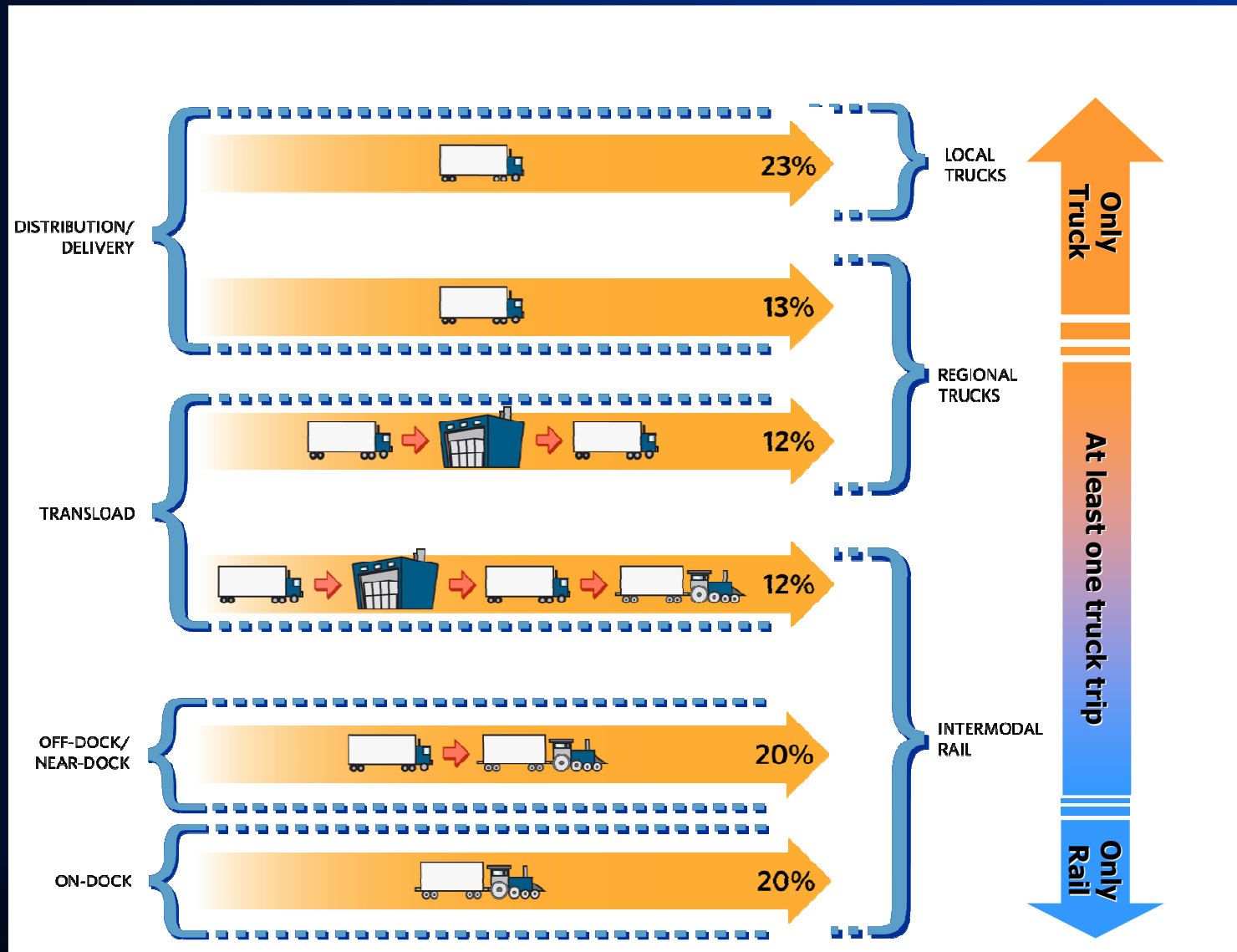
**Market
Segmented
Approach**

Truck Issues

Environmental Mitigation

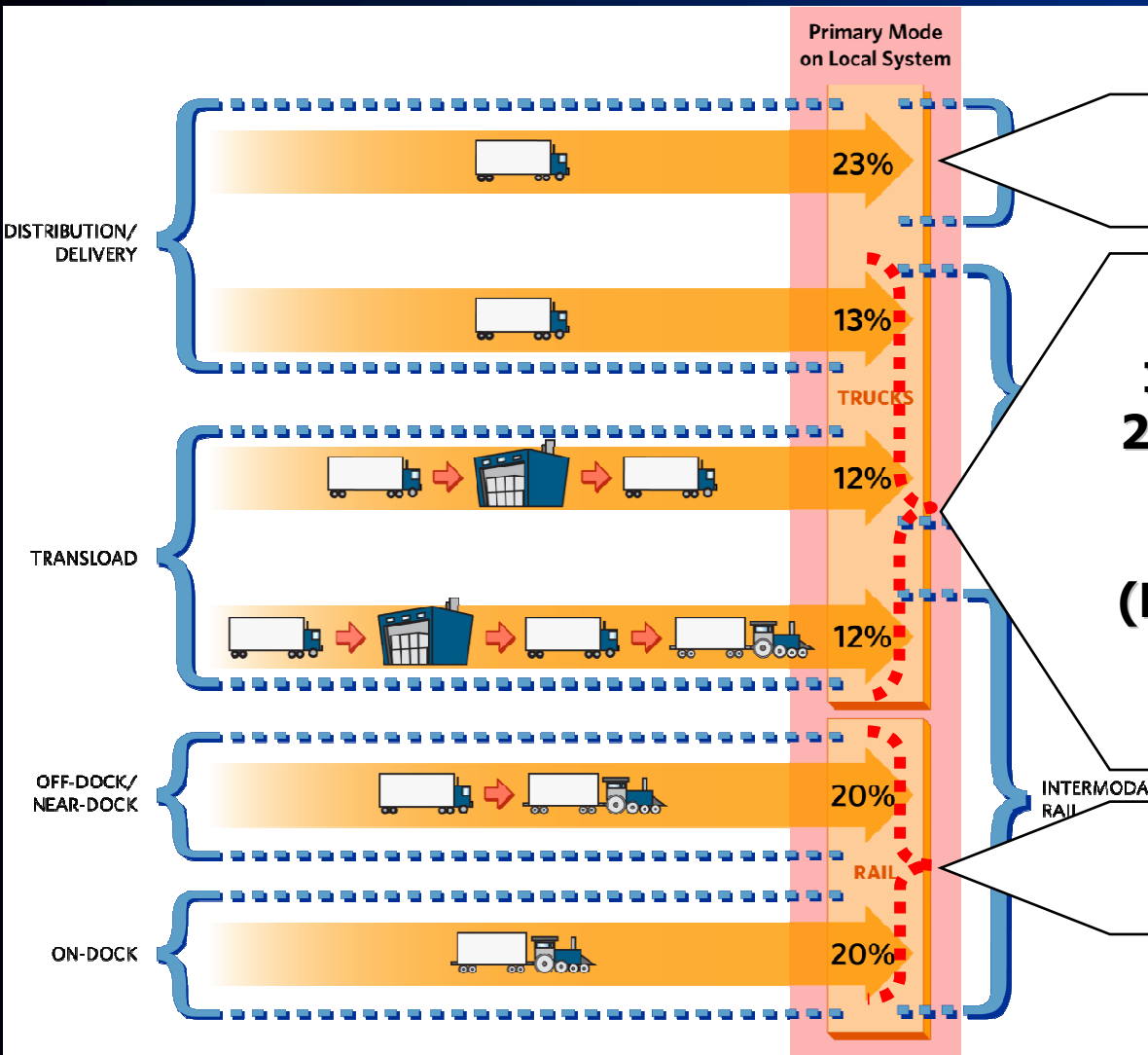
Fair Share Funding

Modal Market Segments



* All percentages estimated based on 2005 data.

Strategic means to address ... Truck Issues



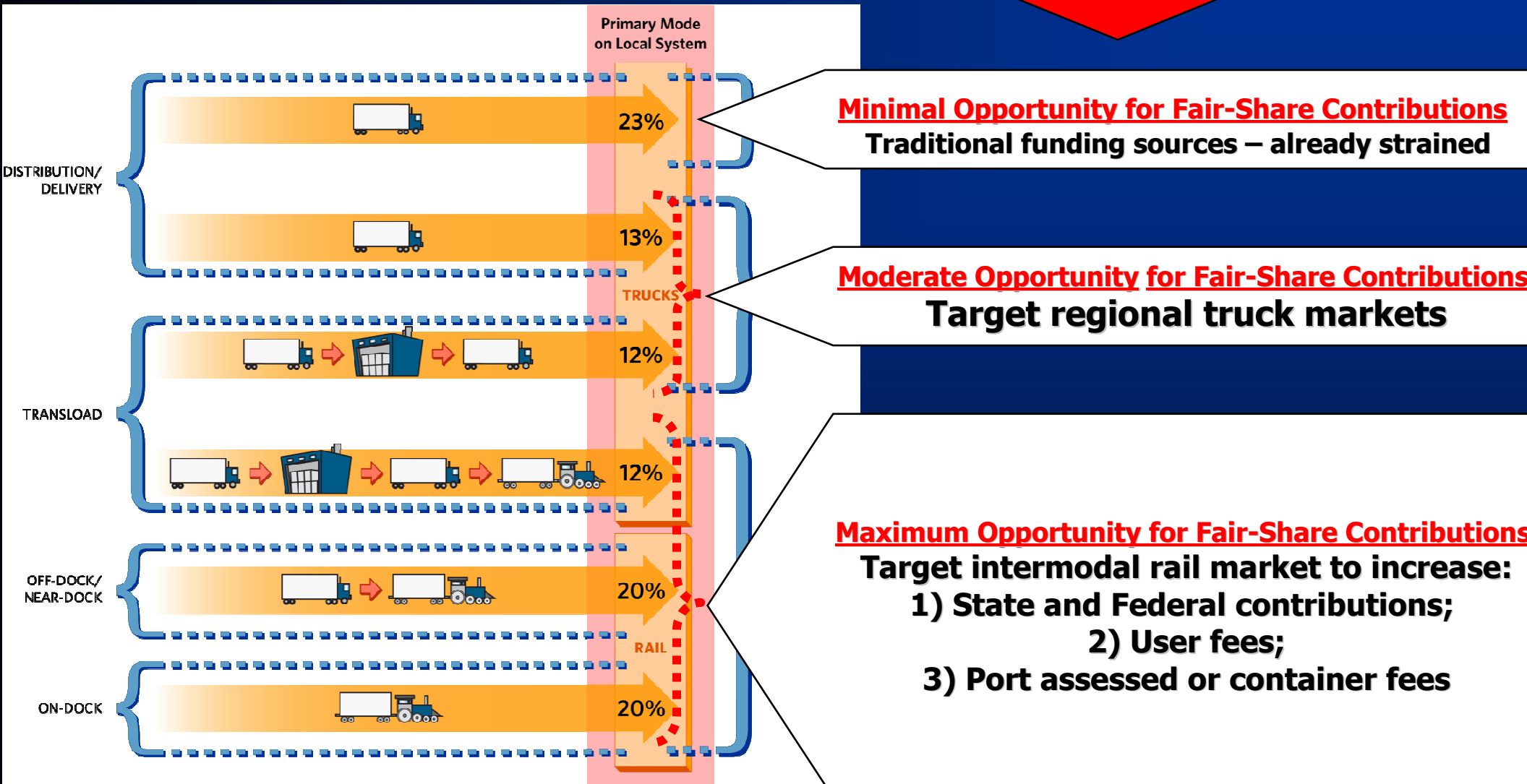
Hwy Operations & Capacity
General purp. hwy network

Innovative Strategies

- 1) Inland staging areas (inland port);
- 2) Separated corridor (truck lanes, rail, maglev, other shuttle technologies);
- 3) Clean fuels & efficient vehicles (LNG trucks, maglev, LNG locomotives);
- 4) Warehouse clustering around inland port.

Maximize On-Dock Rail
Minimize local truck drayage

Strategic means to address ... Fair-Share Funding



Funding Options

- > Traditional grant & loan programs
- > New Federal funding opportunities (2009 reauthorization)
- > State General Obligation bonds – Prop. 1B
 - > \$2 billion for goods movement infrastructure
 - > \$1 billion for trade-related emissions reductions
 - > Other categories

Next Steps

- > **Release Draft Action Plan – August**
- > **Final Stakeholder Advisory Group Meeting - September**
- > **Conduct county workshops –September/October**
- > **Begin Environmental Justice (EJ) Grant analysis and outreach process – October**
- > **Seek Board approval of Action Plan – November**

Questions & Answers

More Information:
www.metro.net/mcgmap